New York Tribune:

MONDAY, APRIL 22, 1912.

Owned and published daily by the Tribune Association, a New York corpo-No. 154 Nassau street, New York.

Daily Daily Daily	SCRIPTION RATES.—By Mail, Postas id. outside of Greater New York. y and Sunday, one month	XXX
Dail; Dail; Sund	y only, one months	×
Fe	reign subscriptions to all countries in the	
One	DAILY AND SUNDAY: month\$1.50 One year\$17.5	9
Six	months\$3.07 One year	2
	DAILY ONLY: month \$1.02 One year \$12.2 CANADIAN RATES. DAILY AND SUNDAY: month \$3.90 One year \$10.0	
One	month \$ 50 One year\$6.	0
One	month\$.70 One year\$4.	5
Ent	ered at the Postoffice at New York Second Class Mail Matter.	a
ing	ur readers will confer a favor by advi us when they are unable to procure of The Tribune from their newsdeals ress: Tribune, Circulation Departmen	81

THE NEWS, THIS MORNING.

CITY .- J. Bruce Ismay issued a state ment defending his conduct in the Titanic disaster, announcement was made that 135 women were lost, it was re-ported that a cable ship had recovered many bodies, and memorial services for

DOMESTIC.—The Mallory liner Den-ver and the Morgan Line steamer El Sud were in collision outside of Galves-Sud were in collision outside of Galveston harbor; both vessels were damaged.

Nine persons were robbed of money or valuables, or both, by three masked hold-up men who went through a sleeper on the westbound Golden State Limited at Sheffield, Ill.

A statement by the Taft national bureau said that direct privates would be held in ment by the Taft national bureau said that district primaries would be held in Texas as a result of the smashing of the Cacil Lyon machine, and that the President would get at least thirty delegates from that state. — Representative Gardner, in a message to Theodore Roosevelt, attacked the former President, whom he accused of unfairness toward President Taft. — A Boston dispatch stated that President Taft and toward President Tart. A Boston dispatch stated that President Taft and ex-President Roosevelt would speak in Massachusetts this week, in preparation for the Presidential primaries of April

FOREIGN.-Expression was given in London to the opinion that J. Bruce Dix has found this out, as he showed Ismay was being condemned by Amerin in his message of last January. It is the can public opinion before being found guilty of any offence; his narrative of his rescue, however, was pronounced unconvincing. —— The Allan liner Virunconvincing. — The Allan liner virginian arrived at Liverpool; her captain reported having received, after steaming 160 miles to the assistance of the Titanic, a message from the Carpathia directing her to resume her voyage on the northern track, eight hundred of the Titanic's passengers having been saved — Memorial services for - Memorial services to the Titanic's dead were held in all Brit-ish churches and aboard all British war-ships. — Twenty-five French soldiers were killed while putting down a muti-nous riot at Fez. Morocco.

THE WEATHER .- Indications for today: Highest, 60 degrees; lowest, 43.

THE RAILROAD CRISIS.

A grave crisis in the threatened strike of the Brotherhood of Locomotive Engineers will occur to-day, when the managers of the Eastern railways will meet in this city to consider once more the demands of their employes. The Brotherhood of Engineers gave formal notice that unless some heed was paid to their demand for increased wages they would on not more than two hours' notice order a strike on every railway north of the Chesapeake & Ohio between the Atlantic seaboard and Chicago, fifty railways being involved. Despite this formal notice, the railway managers met last Thursday and adjourned without day, having given no sign of an inclination to meet the demands of the engineers or even of a conciliatory attitude. Subsequently, however, the railway managers secured the postponement of the proposed strike pending another meeting called for noon

It is contended by the railroads that their engineers have demanded what would amount to an increase of compensation equal to 18 per cent; that this demand is unreasonable, especially in view of the unwillingness of the Interstate Commerce Commission to consent to an increase of rates, and, finally, that there is a principle involved which the railroads might as well meet now, as it must be met sooner or later. There are few not directly concerned who are competent to pass upon the merits of the the bill for the erection of the county demand for increased wages. There does not appear to be conclusive evidence | the Bronx voters last fall, when all four that the Interstate Commerce Commisslon would not sanction any increase of in the Legislature of 1911, went Republive huge quays will have an additional rates-an increase, for example, suf- lican. He learned his lesson, and Tam- area of about 100 acres. They will each ficient only to compensate the roads for many this year supported the bill which be from 383 to 640 yards in length, and such increase of wages as they might the Governor has just signed. find it necessary to grant. With regard Every one who has followed the adjustment of questions of wages realizes that there is no fixed principle involved in the depth of the proposition. It is untenance. Personal point of view, in his course last an angle of 45 degrees. The total length of quay frontage will be about 7,000 that it is under would the plage consider a plea of insanity?"

"Doubtless he would. Why do you hesitate?"

"Well, my client only stole twenty-five planes,"—Washington Herald. to the final proposition, it is untenable. determination of wages and that in practically every instance where serious con- able, approve this law at the referenflict has been averted it has been by some method of compromise.

upon which all must agree. A strike of doubtedly, as he now controls Kings the proportions of that now threatened County. But his control of Kings is must work incalculable injury to business, to say nothing of the inconvenience and danger to the travelling public. Public censure will therefore fall heavily upon the railways and their employes nlike, irrespective of the merits of their controversy, if such a strike is permit- and will be in the smaller New York ted before every expedient to prevent it County. Murphy saved his New York has been exhausted. The situation ap- County ticket last year by the narrowpears to be one which calls for some form est of narrow margins. The four Asof impartial inquiry by those empowered sembly districts of the present New to ascertain the facts and determine the York County which will go into the new merits, and it is to be regretted that the Bronx County are normally good Demorailway managers did not, at their last cratic territory, though the Republican meeting, when in their judgment they vote is growing there. It is certainly were unable to meet the demands of their employes, propose such an inquiry.

Should a properly constituted commission after complete investigation find merit in the demands of the engineers and favor some increase of compensation, it is hardly to be assumed that the Interatate Commerce Commission would disregard such an award in determining the reasonableness of such an increase of rates as the carriers might think it necespary to propose; and even if the com-

the railroads would enjoy the right of than he will be with three counties to terioration in the condition of winter appeal to the Commerce Court and ulti- look after and the squabbles and jeal- wheat which have been effective in carmately to the Supreme Court of the ousies of a tripartite domain to har-United States, their contentions always fortified by the confiscatory clause of the Constitution. If, on the other hand, the demands of the railway engineers were found unreasonable or unwarranted their Treasurer. Address, Tribune Building, be foredoomed to failure because they would have no popular approval and sup-

dealing. The farreaching interests of the even refusing to answer the President's great travelling and shipping public are own query about the fate of his aid, involved, and if the principals are unable unaided to reach an agreement they discourtesy given by the second opermust resort to the good offices of some third and disinterested party if they and who was assisting the Carpathia's would avoid public censure.

THE ANTI-CLIMAX OF DIX.

With the signing of this year's appro priations by Governor Dix must vanish graduate of a school of telegraphy. the Democratic pretence that the growth in the state's expenditures previous to this administration was a proof of Rewas, then Governor Dix's administraabout the most wasteful and extravagant budget for the year is \$9,309,000 greater than that of last year. An automatic increase in sinking funds, made necessary by canal and good roads expenditures, accounts for \$2,517,000 of this increase, but even so the general expenses of the state are \$6,792,000 greater than they were in Mr. Dix's first year.

The result is a sad anti-climax for Mr. Dix, who promised to save the state savings last year appear to have been through declining for a twelvementh to make adequate provision for the state's bumptiousness would contribute to safety tions, prisons and hospitals, an increase for highway repairs of \$1,407,000 and an increase for the maintenance of asylums, hospitals and various other things of \$960,000. It was just such increases as these in the administration of his predecessor that Governor Dix used to go about the state and point to as positive evidence of waste and extravagance. His own record is now a rebuke to his reckless charges.

The Tribune has no intention of suggesting that Mr. Dix has been derelict. He has pruned the supply and appropriation bills with vigor and deserves credit for trying to keep expenses down. But budgets are bound to grow rapidly, for reasons that The Tribune has often pointed out, so long as the temper of the people remains what it is. Governor in his message of last January. It is the irony of politics that under a Democratic administration promising a reduction in expenditures New York has changed from a state with a \$40,000,000 budget to one with a \$50,000,000 budget.

THE CAPTAIN'S ORDERS. The captain of the Titanic died a brave man's death. He may have erred greatly in not taking more precautions in approaching the ice of which he had been to be said of his error in too much yielding to the delusion that the ship was un sinkable. But the primary responsibility for his doings may have to be in justice placed upon other heads than his

It may readily be granted that much was left to his discretion, as in the mat ter of speed. Accepting the positive statement that no orders were given to him concerning the management of the vessel by his chief employer, who was aboard, was he not, nevertheless, under orders, implied and felt if not expressed? Knowing how his employers wanted him to run the ship, he may have run her in the way which he believed would be most pleasing to them. It is a fact that the Titanic was pushed at a steadily in creasing rate until she reached the top speed of her voyage at the very time when her captain himself expected her to encounter ice.

It is time for a different spirit to pre vail. The competition in size and speed may continue, but that must not be the main thing. There must be a realization of the fact that the safety of human lives is the supreme desideratum, that the captain or other officer best serves his end and that no size nor strength nor other material quality of ships can as sure even approximate security without an unfailing application of the personal factor of vigilance and prudence.

ROLLING MURPHY THIN.

A year ago Charles F. Murphy, fearing change and the possibilities lurking in the unknown, had his Legislature kill of The Bronx. He had his answer from Assembly districts, safely Democratic

Murphy was right, from his selfish personal point of view, in his course last an angle of 45 degrees. The total length ple of The Bronx, as is entirely prob- water will be 33 feet at low tide. The dum for which it provides. Murphy will be able to control the Democratic ma- there can be tied up four ships the size There is one phase of the situation chine of the new county at first, unnone too good, and the lopping off of The Bronx from New York County will do him no good here. He will be

spread over too much territory. Murphylsm will be pretty thin in Bronx County, as it is in Kings now, too good Democratic territory for Murphy to lose with comfort and equanimity from a New York County which each year shows more plainly its distaste for

Murphyism. Moreover, it is not too much to expect that Bronx County, even if it begin its with the same time a year ago, better political existence under the shadow of railroad earnings and a growing demand Murphylsm, will work its way out for iron, steel and copper, tell the story With a solid New York County under his thumb, even if divided into two boroughs, the Tammany boss was a more mistic in the South and Southwest, notesion should disregard such an award, formidable figure in a city convention withstanding the reports of serious de-

monize.

Carpathia declined to communicate with a long period of prosperity in the indus-The time has passed for arbitrary naval vessels sent out by the President, Major Butt. The explanation of this ator of the Titanic, who was rescued operator, that the American naval vessel operators were incompetent and a nuisance, is not impressive. The lad who makes the charge is himself a recent

In harmony with this incident was the treatment of the wireless operator of the German vessel, the Frankfurt, at the publican waste and extravagance. If it time of the wreck, when the Titanic was calling for assistance. The German tion in its second year is going to be struck the young man on the Titanic as slow and stupid, and when he asked what in the history of the state. The total was the matter with the Titanic while the latter was talking with the Carpathia the Titanic's wireless man told him he was a "fool," and sent him about his business. Yet the Titanic was sinking, and the Frankfurt is supposed to have been the vessel nearest her. To tell a man he is a fool is not the best way in the world to seek his aid in a calamity Probably the young wireless operator, who appears to have been a brave and millions by "business methods." His faithful fellow despite his brusqueness, did not realize the gravity of the situlargely paper savings, accomplished ation. Or perhaps some allowance must be made for strained nerves. But less

AN AUTOMOBILE PRECEDENT.

as well as good feeling at sea.

the distress which it must cause to some ways. The case was that of a boy in the family, who on last Christmas Day, under the influence of intoxicating drinks, ran amuck with his automobile little further on ran down and killed a dise abroad at profitable prices. In the boy. This again inspired him to yet higher speed, until he ran his car against a pole and smashed it, whereupon he turned against his pursuers and fought to resist arrest.

The resist arrest of the "speed mania" of the translation to the "speed

He was properly found guilty of manslaughter and sentenced to the state prison for not less than five nor more difficulty in getting the delegates. than ten years, the full penalty of the law, except a fine, which was omitted. It is a dreadful thing that a young life should be so blighted. But the destruction of his young victim was a more dreadful thing. It cannot be said that now near it, whose utility far surpasses he is made to suffer for the result of au its dignity. accident for which he was not responsible, for his conduct manifested a criminal disregard for human life. He was more dangerous on the highway than a mad dog. The penalty which has been imposed is severe, but if it were not

matter of little concern to the public, but it is a matter of the highest concern that others, both boys and men, shall in highways. New Jersey has just enacted a highway law of remarkable liberality to automobilists from other states. It is well to have at the same time this re minder and warning that she proposes hereafter to enforce the law against manslaughter with motor cars as well as with pistols or knives.

AN EXAMPLE IN DOCKS.

While the question of improved dock ing facilities for great steamships in the Port of New York is being considered with deliberation and diversity of counsels it may be instructive to observe what is being done at the port of the metropolis of the Southern Hemisphere, Buenos Ayres. Plans have been adopted. contracts awarded and work begun on a scheme of harbor improvement which will make Bucnos Ayres second to no other port in the world in completeness of equipment.

It might be supposed that in Buenos creating more. But the scheme comprises the filling in of four hundred acres of shallow harbor, to provide room for warehouses, which will form a vast parallelogram, with railroads running along one side, a great canal at one end and the harbor at the other side and end. Along the harbor side of this reclaimed tract will be the docks and quays. The will extend not at right angles from the bulkhead line, as do our piers, but at width of the docks from quay to quay will be 153 yards. Thus in each dock of the Olympic, with none less than two hundred feet clear distance from every other. And directly tributary to this dock system there will be twenty-eight huge warehouses and sheds and no less

sidings. In such a manner is Buenos Ayres providing for the reception and handling of the commerce of the world, and it is a city not more than a quarter the size of New York, the metropolis of a country of not one-tenth the population of the United States.

MONEY AND BUSINESS.

Reports received from mercantile centres in all parts of the country indicate conservative improvement in our industries, increased confidence in business circles and a general absence of uneasiness over a few disturbing developments. A gain of more than 17 per cent in bank clearings in the last week, as compared of the passing of depression in the world of trade. Sentiment is especially opti-

rying wheat options to materially higher levels. Further improvement in the market for iron and steel is promised, THE AUTOCRAT OF THE WIRELESS. owing to the growing disposition on the According to tradition, the captain of part of consumers, particularly the raila ship is a sort of dictator aboard her, roads, to accumulate new supplies, while but we wonder if he equals as an auto- in copper trade centres it is believed Hamlin, Secretary; James M. Barrett, a strike, and if it did so its efforts would craft the wireless operator. The public that the movement that has placed the first learned of the lofty irresponsibility metal on a basis fractionally above 16 of this officer when the operators on the cents a pound is only the beginning of

In the textile markets activity on the

part of buyers is well maintained. Cot-

ton and woollen goods are in good de-

goods market merchandise is moving in these days of great scientific knowledge and University Council Announces heavy volume on an advancing tendency the wide diffusion of news, any more than of prices. Both jobbers and retailers were the miracles in Galilee? those recently reported. Advices regarding the winter wheat crop, especially in are far from favorable, and it is esti-

the disaster in itself has not been an important factor in the reactionary tentime had come for a halt. Investment "Hypnotic Suggestion" get out of it? conditions are sound, and a growing insey court the other day which, despite vestment account is one of the encourag. estimable persons, is to be commended banks have strengthened their position edge a Supreme Power? as a precedent for the suppression of one and an easier tone is reported in the

earlier in the year. Our credit balance abroad has been somewhat reduced by sales of American on a frequented highway. He first securities, but we still have large acknocked down and nearly killed a young counts in foreign cities available for use woman. Instead of being sobered by here if they should be needed, while we To the Editor of The Tribune.

Where Bryan has prepared the ground,

alongside another structure like the one

THE TALK OF THE DAY.

If any New Yorker is looking for a fat, healthy, outdoor job let him get on the warned. If so, he has explated his fault severe it would be a travesty upon jus- \$75,000 in cash. "The Chicago News," al- thought expressed may help in evolving apof that fraternity recently retired with ways hunting "the reason why," consulted It is chiefly as a precedent that this a labor leader, who said: "I think the vital Every passenger on ishment of the wretched boy may be a trades is in getting commissions. We all get some kind of commission for new customers besides our pay, but the ple wagon right, drawing no salary, however. This some way he restrained from making one makes his route practically his own, and of the most valuable of modern inven- he controls it by his personal ability to get tions a scourge and a curse to the public out and hustle after new business. Therefore he earns \$35 to \$50 a week. The pi man doesn't have to furnish his own team and wagon. That is done by the com-

"I wonder what those London suffragettes were throwing at?"
"Why, the papers are full of it."
"I haven't seen it mentioned."
"Why, every paper tells how they broke the plate glass windows."
"I know it; but not a single paper tells what they were throwing at "-Houston Post.

Smoking in the subway and spitting the station platforms are, to say the least, unsanitary, and the frequent attempts on the part of the Health Department to cure the public of the habit by haling large numbers of offenders to court certainly has had a farreaching effect. It is seldom that any one who has felt the hand of the law repeats the offence, but there are some who either intentionally or thoughtlessly continue the practice. It was a man of the last week that probably cured him of the at the Brooklyn Bridge station, and as he they, as their right, receive the only seats Ayres there was enough land without was about to purchase a ticket committed a breach of the health regulations. At the same instant that he realized what he had done some one behind him clapped a heavy hand upon his shoulder and his kneed nearly gave way beneath him. As he summoned his courage and turned around, fully expecting to find himself in the grasp of an officer with a red cross embroidered upon his sleeve, he beheld with relief an acquaintance, who had taken a rather vioent way of making his presence known. The incident had its effect, however, for as the man dropped his ticket in the box and descended the stairs to the train level he was heard to exclaim, "Never again!"

wonder would the judge consider a

Paris paper, the "I to 24 clock" is discussed and the scheme to put it in use officially in Paris on June 1 is criticised. "If Paris alone," says the writer, "abolishes the 'A. M.' and the 'P. M.' by making 'I P. M.' '13' and '6 P. M.' '18,' etc., there can be no objection on our part unless the same manner of recording time is adopted on all railways connecting with the French lines. than sixty-two miles of railroad lines and Then there must be confusion. The clocks may be changed so that their faces carry the hours up to "24" instead of to "12." but if the tourist's life is not to be made harder than it already is because of in comprehensible time tables, the clock dial should remain, as to railroad arrangements, as it is, until all unite in the change."

McTavish-I want sixpennyworth of strychnine. Chemist (with professional caution)—What do you want it for? McTavish (snatching at the opportunity)—Fourpence.—Penny Illustrated.

The Swiss Federal Council has hit upon a plan with a view of bringing within easy access of the people the art treasures of the nation. The council has set aside a sum of 30,000 francs for providing a building which can be erected in twenty-four hours and taken to pieces when desired, so as to be moved from one town to another. In this building, which will contain thirty rooms, there will be exhibited pictures and objets d'art belonging to the nation, and

The doctor told him he needed carbohy-drates, proteids, and, above all, something nitrogenous. The doctor mentioned a long

Correspondent Bases a Query Anent Faith on the Titanic Disaster. To the Editor of The Tribune.

Sir: Just what would be the effect of stupendous miracle on the world of to-day How would it be received? How long would mand, and throughout the general dry- it last? Would it be accepted by all, in

are optimistic. Cotton mills have booked Imagine the most wonderful thing con large orders, and in most cases they are ceivable to-day. Suppose that, in answer so well sold ahead that the question of to the prayers of thousands, a divine their being able to make deliveries on time is receiving serious attention. Speculation in cotton futures has been active ulation in cotton futures has been active gone down to death in the icy waters of the in recent days at advancing prices, ad- North, alive, safe, well and rejoicing. Reverse weather in the South and the ac- stored, they knew not how, only, whereas tive business in the spot market ac- they had parted from their loved ones and counting for the enthusiasm and suc- been dragged down to death, they were cess of the bulls. Prices in the cereal alive again and to rejoin those who were markets are strong and quotations on saved from the disaster-the ship which commodities in general are higher than they knew had been a helpless, shattered

What would be the effect and how lastthe states east of the Mississippi River, ing? It would be a news story more thrilling than anything since news was first mated that a large acreage will be aban- printed. The whole world would know of it to the last detail, and there would be doned and be replanted in oats and corn. The fearful tragedy of the sea has ex- the testimony of hundreds and hundreds of erted a most depressing effect upon those who were there and saw, and heard, sentiment in the financial circles, but and felt, and experienced. But how long would it last? What would 1914 be saying about it? 1962? 2012? 2012?

How long would it be before the atheistic dency in stock market prices. Stocks of the men of science would be trying to exdeclined in the last days of the week plain it by "natural causes"? How soon chiefly as a consequence of technical before the "Strange Hallucination of a Ship- L conditions. Bull speculation had been load of Passengers" would be the subject of proceeding at a furious rate, and the skeptical, scientific articles? What would

How long before the people of the world quiry for high class securities for in- would be divided and bitterly abusing one ing features of the situation. The local Would the whole civilized world acknowl-

Of course, all of this is vain speculation, of the most serious evils of our high- money market, although it does not ap- but are we really any better, more willing pear probable that rates for loans will to believe what we do not know of our percity of Orange, a member of a respected soon return to the low levels prevailing sonal knowledge, each for himself, than were the people who crucified Jesus? CHARLES NEWTON HOOD.

Medina, N. Y., April 20, 1912.

THEY PAY THE PRICE OF SAFETY.

Sir: For several days the papers have re-

average man demands. They slow down to five or six knots in a fog, proceed cautiousas in Nebraska, Colonel Roosevelt has no ly through the ice, and even if safety means an extra twenty-four hours at sea From The Baltimore American. they are willing to pay the price, and their Moving the Nathan Hale statue in patrons do not find fault with them for expression of the sympathy which in time of City Hall Park can hardly fail to im- doing so. The business of these lines is great misfortune supplies the one touch of prove its site, unless, indeed, it is placed growing and the public should support them. JOHN HENRY SATTIG.

Rector St. Philip's Church. Brooklyn, April 20, 1912.

ASSIGNMENT OF LIFEBOAT SEATS.

To the Editor of The Tribune Sir: The public mind, being full of th recent sea tragedy, is working individually driver's seat of a Chicago pie wagon. One in thinking out measures which will make

> ssenger on an ocean liner is provided with his own berth, seat at table and deck chair. Why should he not also be assigned to a seat in a lifeboat? And, more than that, why should there not be a drill of the passengers, a call to assemble at the lifeboats, as early after leaving port as practicable, and thus insure the familiarity of each one with his own place of rescue in case of need?

Orange, N. J., April 20, 1912.

MAN'S TYRANNY

To the Editor of The Tribune. Sir: This morning we received an urgent call to parade on May 4 with the woman suffragists, those who desire to secure equal voting rights with men because of man's inefficiency and tyranny. Also today, we hear of 1,400 men, of varied classes and nativities, who willingly accepted death to secure the safety of 800 women and children, with whom most of these men had no

ties whatever. Is there any lesson in this for women God grant they may read it aright! J. E. R. C. Brooklyn, April 7, 1912.

CONFUSING THE ISSUE.

To the Editor of The Tribune. Sir: When the suffragettes have gained their point and have become as men, will latter class that received a lesson one day women take precedence, as a matter of course, over men in the matter habit for all time. He entered the subway ing their lives from a hideous death? Will in the lifeboats?

New York, April 18, 1912.

CITIZENS AS POLICEMEN. To the Editor of The Tribune Sir: Your correspondent's ("A Citizen" point is well taken in writing of "Badges of Authority." We can never have a police force in New York which is "on hand to enforce rules" until we have a voluntary one. However, is it not a right of any citizen to arrest an offender, badge or otherwise? Methinks the crusade against

New York, April 17, 1912.

expectoration was thus initiated. E. B.

To the Editor of The Tribune. Sir: I am prompted to write you a word of very genuine thanks for the large space you are giving to the Men and Religion Forward Movement. We are pressing this campaign in the hope that new and better methods will take hold upon all church organizations, and I have a strong conviction that nothing is more vital than a real awakening in religious organizations along the line of what it means to advertise the real achievements of religion, and we have given, as you know, a good deal of attention to this and are getting results; therefore, we appreciate this large space you are giving, for it helps us to clinch the argument.

FRED B. SMITH, Campaign Leader, Men and Religion Forward Movement. New York City, April 17, 1912.

MISSISSIPPI FLOOD CONTROL. To the Editor of The Tribune

Sir: In your issue of the 13th inst. is communication from Ezra C. Williamson suggesting the diverting of the waters from the Ohio. I recommend the diversion from the Mississippi by deepening the Tennessee from Paducah to a point near the state lines of Tennessee, Mississippi and Alabama; thence make a large, deep canal from the Tennessee to the source of the Tombigbee, then on down to or near Mobile. Ala., placing proper locks at such places as the United States engineers would select, thus making slack water navigation from Paducah to Mobile all the year round, The dredging equipment would be in the hands of the government when the Panama Canal would have been finished, and the unemployed labor in the United States, which is very great, could be utilized for

list of foods for him to eat. He staggered out and wabbled to a restaurant.

"How about beefsteak?" he asked the waiter. "Is that nitrogenous?"

The waiter didn't know.

"Are fried potatoes rich in carbohydrates or not?"

this work. The dirt thus dredged out would give very high banks and good roads for either county, automobiles or railroads as the case may be. This, to me, appears as simply an engineering matter, and at a cost not exceeding the loss high water or not?

The waiter couldn't say.

"Well, I'll fix it," declared the poor man in despair. "Bring me a large plate of hash."—Washington Herald.

Inot exceeding the loss high water has caused the inhabitants of the banks of the Mississippi and its tributaries this year. It also appears to me that there would be caused the inhabitants of the banks of the

little blasting or concrete work to do. I would recommend that your valuable paper call the attention of the proper authorities of the government to these suggestions, putting the ball in motion by the time the machinery of the Panama Canal F. O. MINOR. shall become idle. New Orleans, April 16, 1912.

COLUMBIA FELLOWSHIPS

Awards for the Year 1912-'13. The University Council of Columbia Uniersity has announced the awards of the fellowships for the academic year 1912-'13. The successful candidates come from all parts of the United States and one or two from foreign countries. Nova Scotia and India are both represented among the lists

of residences of the fellows. The names of the fellows, their residences and the department of the university from which the fellowships were awarded are as follows:

awarded are as follows:

University Fellowships—A. G. A. Balz, in philosophy, Charlottesville, Va.; Percy A. Chapman, Romance languages and literature. Plainfield, N. J.; Frederick A. Dewey, sociology, Huntington, Long Island; Thomas D. Eliot, social economy, Portland, Ore.; R. S. Forsythe, English, Lincoln, Ill., Lucius A. Frye, constitutional and administrative law, St. Paul, Minn.; Joseph S. Hepburn, biological chemistry, Philadelphia; John R. Knipfing, medieval history, Brooklyn; Lloyd L. Small, mathematics, Seattle, Wash.; Alfred H. Sturtevant, zoology, Kushla, Ala.; Francis M. Van Tuyl, geology, Denmark, lowa; George F. Whitcher, English, New York City. Alternates—Faculty of Political Science: Raymond Du Bois Cahall, modern European history, Chicago; Hornell N. Hart, political economy and finance, White Plains, N. Y.; Chester C. Maxey, constitutional law, Ellensburg, Wash.; Warren A. Sherman, American history, Wiskford, R. I.; Edwin L. Clarke, sociology, Canyon City, Colo.—Faculty of Philosophy—William H. Mechling, anthropology, Philadelphia; John C. Andressohn, German languages and literatures, Kane, Penn.—Faculty of Pure Science—Edward

Carroll, English, New York City; Charles Kane, Penn.
Faculty of Pure Science — Edward Schramm, chemistry, New York City; John S. Dexter, zoology, Ashland, Wis, Ernest W. Welbel, physics, Lawrence, Kan.; Louis O. Kunkel, botany, Mexico, Mo.
Endowed Fellowships—Drisler fellowship: Rhys Carpenter, New York City; Mosenthal fellowship, Edward Kielenyl, New York City; Schiff fellowship, Raymond R. Ammarell, West Leesport, Penn.; Proudit fellowship in letters, Elbridge Colby, New York City; Carl Schurz fellowship, David P. Gilmore, New York City; Garth fellowship, Prabhaker S. Shifotri, Thona, Bombay, India; Samuel Anthony Goldschmidt fellowship, John S. Bates, Wolfville, N. S.; Gilder fellowship, Arnold J. Leen, Delavan, Minn.; Lyman B. Veeder, Utica, N. Y.; William Sheperdson, New York City; Tyndal fellowship, William S. Nelms, New York City; Special fellowship, Charles W. Metz. Sheridan, Wyo.

"ONE TOUCH OF NATURE.

Pope, kings and emperors alike unite in the nature which makes the whole world kin. WE MAY.

From The Providence Journal

Courage, heroism, resignation-the terms seem feeble. May not we cherish the belief coal strike. Although he had won the that these mortals put on immortality even

before the enguifing ocean freed their souls? PROPER MANAGEMENT. From The Buffalo News One need not distrust the big ship, as compared with the boat of moderate size, because of the fate of the Titanic, but that is a small

matter in comparison with proper management of whatever vessel goes down to the sea

From The Portland Express

Andrew Carnegie asks what the Titanio was doing up there among the icebergs. That is an easy one. She was up there making money for her owners. By taking the short route with its dangers rather than the safe longer one she was saving all kinds of running expenses, such as coal bills, feeding passen-

TRUE: AND THAT'S THE PITY

the decoration of a dining room or a grand salon would have sufficed to insure the safety provisions for the mere amusement of the passengers would have sufficed for lifeboats enough to take off all who were carried down to death for lack of such accommodations.

MRS. STRAUS, HEROINE.

From The Washington Herald. Epics have been composed in honor of the warrior; Joan of Arc's name is revered in Mrs. Isidor Straus's name will also be remembered and honored as a beautiful hard pressed Chancellor to devise an inexample of womanly devotion to the one she loved. All honor to her, with the others who so bravely met their fate in the ley waters of the cruel Atlantic!

NOT IN VAIN.

From The New Haven Register Yet they have died not in vain. Concerning none of them can we rightly say that death held either bitterness or defeat. For them, for their own sakes, we need not to mourn. The lesson is for us. The duty is for us. We save tears to shed for the living who suffer, for the survivors from whose been torn the roots of earthly loves. We have tears to shed, too, for the weakness of our humanity which makes in any way possible such a disaster as this.

SPEED AND SAFETY

From The Watertown Times. To rush a little faster from coast to coast, to shave the record down a fraction of an hour, to save distance by taking a northern, langerous course, to provide space for luxiries is the constant urgent call, and transclantic steamship officers, urged by their com peting companies, forced by the demands of the travelling public, try to meet the demand, and the Titanic has gone down with over thirteen hundred lives. It is the price paid for speed and luxury.

FAR TOO SHORT!

From The Philadelphia Record. Life belts, buoys and rafts are of little avail in a midocean wreck. Comparatively few lives have been saved by these devices in any of the great disasters whereof we have Of those who were kept affoat by these means, even in the smooth sea in which the Titanic went down, nearly all succumbed quickly to the loy chill of the water. So we are bound to come back to the most ancient and still the most reliable safety appliancesstanch, well handled boats. In this regard the governmental regulations of all the maritime nations fall short of the actual require-

THE TIME HAS COME.

From the Rochester Union and Advertiser. That some of the passengers on the Titanic shown by the statement of Colonel Gracie, one of the survivors, who describes a conversa-tion he had with Charles M. Hays, president of the Grand Trunk Railroad, a few hours before the ship struck. Mr. Hays spoke of the keen rivalry between the principal transatlantic passenger lines, and concluded with the prophetic words: "The time will soon the prophetic words: come when this will be attended by some appalling disaster." Mr. Hays went down with the ship. Colonel Gracie also went down, but came up, and after a terrible experience

THAT "IF" AGAIN From The Boston Transcript.

It seems to be perfectly safe for a State Treasurer of Maine to borrow from the state Freasury provided, when he gets good and ready, he pays back.

A Chancellor with an actual surplus of £6,545,186 ought to have been a popular personage. Mr. Lloyd George, both as a financier and as a politician, has been discredited. Radical partisans con-

London, April 3.

EXHAUSTED REPUTATION

The Chancellor with a Surplus-

And No Reputation.

tinue to shout for him in the Commons and in the press, but he has ceased to be either a power in the Cabinet or a vote winner among the constituencies. His insurance act, in the Prime Minister's own words, has become a liability rather than an asset. One by-election after another has been lost through the unpopularity of this measure, and the government cannot appeal to the country with any expectation of success until a new issue like a reform bill, with or without woman suffrage, is presented. What could the Chancellor do with a surplus which, by the best practice of his office, should be applied automatically for the cancellation of national debt and the improvement of Consols? There could be no relief for income taxpayers, the sugar duties could not be repealed, as uncom promising Free Traders had suggested. and with estimated expenditures over £5,000,000 in excess of the last fiscal year's there could be no budgeting for another surplus as large as the present one. In the place of "the rare and refreshing fruit" promised for the relief of the working world there was a costly bureaucracy for the regulation of social reforms repudiated by the electors.

Even a clever Welshman with a faunty

air and a witty tongue could not do

much with so hopeless a situation. He

could plume himself upon the triumph of

his famous budget and pass lightly over

the barrenness of the land value duties, and he could talk about the marvels of prosperity shown in the enormous commerce under Free Trade and in the elas. ticity of the excise returns during a hot summer, but he could not deny that the country was rapidly approaching a budget of £200,000,000 in annual expenditures and that the burdens of direct taxation had become intolerable and were paralyzing industry and driving capital out of the kingdom. Applause he did not lack from his own side, and yet it had a hollow sound, as though his faithful admirers were no longer convinced that there was practical capacity behind the amiable smile and the piquant manner. If his fourth budget speech seemed dull and spiritless it was because a listless House knew that he had lost his grip upon the Cabinet, the Liberal party and the working masses. The irrepressible Gracchus of Limehouse and Newcastle was a spent force. Popular faith in him as the Radical-Labor Prime Minister of the early future had waned. Old Tories were already speaking of him contemptuously

as a political adventurer and Jacobin

marauder, who had been found out and

Mr. Lloyd George reached the lowest

ebb of his political fortunes during the

confidence of the railway managers by

his adroitness in a similar crisis, the coal

utterly discredited.

owners distrusted him when he was offering financial guarantees and would have nothing to do with him. The miners' support he was ready to secure at any cost, and both favored the definite minimum of five shillings for men and two shillings for boys, and encourage the Labor members to believe that the concession could be wrung from the Cabinet. When the crisis came he virtually stood alone, with all his associates except Mr. Buxton arrayed solidly against him, and some of them threatening to resign their offices if he were allowed to have his way. He had once been little less than a dictator within the Cabinet, and so seriously had his influence declined that his own resignation would One-tenth, one-twentieth of the money that have been welcomed, and Mr. Churchill has been spent in some cases to provide for could have been appointed his successor could have been appointed his successor without the breaking up of the coalition of the passengers on the ill-fated Titanic. A forces. He had either to go out or to go small proportion of the money spent on the under, and he discreetly accepted the ruling of the majority, retaining his office and making blustering speeches against the Unionist leader and Mr. Ramsay MacDonald. It was after this immense shrinkage of his political resources that he pulled himself together and made preparations for his budget speech. If it had been possible for the

genious coup for the restoration of his

political fortunes, how gladly would he

Apparently there was no opportunity

have welcomed it!

for a great stroke; or else there was a complete failure of creative powers. There were no fresh expedients; there were no surprises. The Chancellor rattled on complacently about the expansiveness of the new taxes, the equitable distribution of the burdens and the amazing productiveness of the revenue, but when the last pæan over his own work had been sounded there was the frank confession that the huge surplus could not be applied immediately to the reduction of the national debt or used for the relief of taxpayers, but must be kept well in hand for exchequer balances to meet the enormous increase of expenditures for social reform and defence against Germany. Consols were left to shift for themselves, and possibly to take another long plunge downward. The liabilities of the new insurance scheme must be faced, and the benefits must begin in advance of the actuarial calculations, and there must be a good margin for the settlement of the outstanding dispute with the doctors. Prosperous as the country was under the famous budget and enormous as was the surplus obtained by drastic levies, the expenditures were as expansive as the taxes, and the nation must be systematically bled for Dreadnoughts and social reform. If the Chancellor did not say this in so many words, that was the real significance of the shortest of his budget

What was said in the lobbies and smoking room after the speech was that the Chancellor's sole stock in political trade was the budget, which opened the way for the Parliament bill and the coalition. He had reverted to it because it was a useful screen for covering crude, unpopular and costly legislation like the insurance act. His power as a construc-tive financier had gone, and so also had his resources for mischief as an agitator bent upon setting class against class. The Prime Minister, whom he had once coerced in the interest of the militant democracy, had become master of the situation. Sir Edward Grey was in line for succession to the Liberal leadership. and Mr. Churchill was prepared in an emergency to succeed his unfortunate friend at the Treasury. The author of the insurance act had exhausted his credit with the working people and 2-tally impaired his constants. tally impaired his reputation as a Na

speeches.